

Sustainability criteria for road transport

The following sustainability criteria for road transport are one of the Forest Industries' sustainability initiatives. The criteria are based on the Forest Industries' overall sustainability transport policy. The forest industry wants all purchased transport – provided directly or through contractors – to meet these criteria. Implementation of the criteria is intended to take place over time as transport agreements are updated. The criteria were adopted by the Forest Industries Transport Committee in 2010, and were updated in 2012, 2016, 2020, February 2023, September 2023 and February 2025.

For further details, please see: <https://www.forestindustries.se/forest-industry/transport/> or (in Swedish) <https://www.skogsindustrierna.se/om-skogsindustrin/vad-gor-skogsindustrin/transporter/>

GENERAL

The Contracting Parties (the Customer and the Contractor) believe that safety and the environment are key commitments and act accordingly.

The shipper and/or haulier (the Contractor) is responsible for ensuring that agreed transport assignments from the Customer are conducted in accordance with applicable traffic regulations and that the safety of drivers and other road users is prioritised. The Contractor is responsible for ensuring that subcontractors also meet these criteria.

The Contractor is responsible for having a valid road haulage permit, liability insurance, road insurance and all necessary permits to fulfil a given assignment. The Contractor and the driver must comply with applicable laws, regulations and local regulations.

If the Contractor deems it is unable to fulfil a transport assignment within applicable laws, regulations or local regulations, the Contractor shall refuse the assignment. The Contractor must also inform the Customer about the reasons for such a refusal.

In the event of an accident or other incident occurring during the transport of the Customer's goods, the Customer must be notified immediately.

REVIEW

Review of these criteria takes place at meetings between the Customer and the Contractor. The Customer has the right to make random checks. The Contractor must provide information and data that demonstrates compliance with these criteria at the request of the Customer.

ROAD SAFETY

The Contractor has policies and procedures in place to ensure compliance with applicable laws and regulations, including but not limited to:

- sober and drug-free drivers
- speed
- seatbelt use
- load securing on vehicles
- gross weight
- safe use of smartphones while driving

- high-visibility vests and helmets must be worn at all times when loading and unloading, and any other personal protective equipment must be used as required
- the drivers have undergone cargo safety training for railways, developed by Almega Tågforetagen for the forest industry, if the assignment involves responsibility for loading/unloading railway wagons.

The Contractor's vehicles/auxiliary vehicles are serviced as follows:

- vehicles are approved by an authorised vehicle inspector
- all service and repairs are documented

The Contractor's vehicles/auxiliary vehicles meet the following requirements in terms of condition and equipment:

- functioning and appropriate equipment with which to secure cargo
- tyres suited to vehicles and road conditions
- personal emergency equipment
- functioning speed limiters in all vehicles
- cabs equipped with brake pad warning lights, technology allowing
- seatbelt warnings installed in all new cabs
- technical support systems for indication of load weight are available where applicable

In addition to the above requirements, the forest industry urges all Contractors to install alcolocks or equivalent in new vehicles.

WORKING ENVIRONMENT

The Contractor:

- has a Health and safety policy
- takes work environment measures according to applicable national legislation (for Sweden, AFS 2001:1 applies)
- has a written policy and action plan to ensure compliance with driving hours and rest period rules
- has provided notification regarding secondment

OUTDOOR ENVIRONMENT

The Contractor:

- has a stated environmental policy and action plan to ensure compliance with said policy
- shall provide training for drivers in fuel-efficient driving
- works to reduce fuel consumption in litres per tonne per kilometre
- shall contribute to increasing the proportion of transport solutions with reduced environmental impact, for example combined transports and reduced empty driving
- in consultation with the Customer, work to ensure that vehicles are suited to their transport tasks in terms of environmental and transport efficiency
- systematically follows and sets goals for the environment
- drivers are trained in fuel-efficient driving

The Contractor's vehicles/auxiliary vehicles meet the following requirements:

- newly acquired vehicles must meet at least Euro 5 and Euro 6 emission standards
- new vehicles should be equipped with systems to enable the monitoring of fuel consumption of different drivers

- vehicle servicing shall take place in such a way that minimises environmental impact
- oils and fluids such as hydraulic oil, lubricating grease, degreasing agents, glycol, and coolant are environmentally friendly where possible
- tyres are free from HA oils (highly aromatic oils) and IPPD (antioxidants)
- tyre pressure is checked regularly